



Comments submitted by IISD technical experts:

Travel Emissions Calculation:

1. The emissions factors listed in the GHG Protocol’s Version 2.0 “CO2 Emissions from Business Travel” are slightly lower (0.15 versus 0.18 for short haul; 0.12 versus 0.126 for medium haul) than for “emissions from mobile combustion” used by Zerofootprint. But this is just a slight difference between two tools that the protocol has for this type of calculation.
2. Some researchers suggest that the full impacts of air-travel greenhouse gases (e.g., including effect of contrails, and effect of high altitude nature of the emissions) may be 2.5 to 7 times higher than the direct impacts (e.g., contribution to atmospheric CO2.) As yet, this issue does not appear to be a part of mainstream calculations for passenger emissions calculations. In any event, there is no clear guidance as to how to interpret or incorporate full (as contrasted with direct) impacts of air-travel emissions.

Electricity Calculation:

The numbers seem reasonable and conservative.

Comments from:

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